

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 4410.

廿九十二年十月四日

WEDNESDAY, DECEMBER 2, 1903.

三月二十一日

香港英港二十號

\$30 PER ANNUM.
SINGLE COPY, 15 CENTS.

BANKS.

YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1860.

CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP 18,000,000
CAPITAL UNCALLED 6,000,000
RESERVE FUND 9,210,000

Head Office—YOKOHAMA.

Branches and Agencies.
TOKIO KOBE.
NAGASAKI LONDON.
LYONS NEW YORK.
SAN FRANCISCO HONOLULU.
BOMBAK SHANGHAI.
TIENTIN NEWCHWANG.
PEKING.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LTD.
PARKS' BANK, LTD.
THE UNION OF LONDON AND
SMITH'S BANK, LTD.

HONGKONG BRANCH—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per annum on the Daily Balance.

On fixed deposits for 12 months at 5 per cent.

" " 4 "

" 3 " 3 "

TARO HODSUMI,

Manager.

Hongkong, 11th September, 1903. [10]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND—
Sterling Reserve \$10,000,000
Silver Reserve \$6,000,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:
A. J. RAYMOND, Esq., Chairman.
H. E. TOMKINS, Esq., Deputy Chairman.
Hon. C. W. Dickson, N. A. Siebs, Esq.
E. Goetz, Esq. H. W. Slade, Esq.
C. Michael, Esq. C. A. Tomes, Esq.
H. Schubart, Esq. E. S. Wheeler, Esq.
E. Shellim, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH
MANAGER:
Shanghai—H. M. BEVIS.

LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 3 per cent. per annum.
For 6 months, 3½ per cent. per annum.
For 12 months, 4 per cent. per annum.
J. R. M. SMITH,
Chief Manager.

Hongkong, 17th August, 1903. [13]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3½ PER
CENT. per annum.

Depositors may transfer at their option
balances of \$100 or more to the HONGKONG
AND SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION;
J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1903. [14]

**THE NATIONAL BANK OF CHINA,
LIMITED.**

Autorised Capital £1,000,000
Paid up Capital £324,374

HEAD OFFICE—HONGKONG.

Board of Directors:
Chan Kit Shan, Esq. J. Scott Harston, Esq.
Chow Tung Shang, Esq. J. Lauts, Esq.

Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5 %

Hongkong, 10th May, 1903. [15]

THE DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL Sh. Taels 5,000,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

Berlin Calcutta Hankow
Tientsin Tsingtau (Kiautschou)

LONDON BANKERS:
MESSRS. N. & M. ROTHSCHILD & SONS,
UNION OF LONDON AND SMITH'S BANK, LTD.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account
DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.

H. FIGGE,
Manager.
Hongkong, 1st September, 1903. [16]

**GUARANTY TRUST COMPANY OF
NEW YORK
(AMERICAN BANK).**
ESTABLISHED 1864.

PAID-UP CAPITAL U.S. Gold
SURPLUS AND UNDIVIDED PROFITS \$5,180,000
Gold \$7,180,000

Head Office—NEW YORK.
LONDON OFFICE:
33 and 35 Lombard Street, E.C.
F. C. Bishop, Manager, Eastern Department.

LONDON BANKERS:
PARR'S BANK, LIMITED.
HONGKONG OFFICE:
4, DES VŒUX ROAD.

General Banking and Exchange business
transacted.

INTEREST ALLOWED

On Current Accounts at 2% per annum.

On Fixed Deposits:

For 3 months 2½% per annum.

" 6 " 3½ "

" 12 " 4 ½ "

E. F. GROS,
Acting Manager.

Hongkong, 1st December, 1902. [16]

**INTERNATIONAL BANKING
CORPORATION.**

HEAD OFFICE—NEW YORK.
FISCAL AGENTS FOR THE UNITED STATES
OF AMERICA IN CHINA AND THE
PHILIPPINE ISLANDS.

Capital paid in, Gold \$4,000,000 £820,000
Surplus (Reserve) Gold \$4,000,000 £820,000

Total Gold \$8,000,000 £1,640,000
Capital and Surplus authorised, Gold \$10,000,000
= £2,055,000.

LONDON BANKERS:
THE NATIONAL PROVINCIAL BANK OF
ENGLAND, LIMITED.
THE UNION OF LONDON AND SMITH'S
BANK, LIMITED.

The Corporation buys and sells Bills of
Exchange, issue Letters of Credit and carries
on every description of Banking and Exchange
business. Money received on Current Deposit
Account at the rate of 2 per cent. per annum
on the daily balances, and on Fixed Deposit
as follows:

For 12 months, 4 ½% per annum.
" 6 " 4 ½ "
" 3 " 3 ½ "

HONGKONG BRANCH:
20, DES VŒUX ROAD CENTRAL
CHARLES R. SCOTT,
Manager.

Hongkong, 26th May, 1903. [10]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE
OF THE 12TH NOVEMBER, 1896.

Shanghai Taxis.

SUBSCRIBED CAPITAL 5,000,000
PAID-UP CAPITAL 2,500,000

Head Office—SHANGHAI.

Branches and Agencies.

CANTON PENANG.

CHEFOO SINGAPORE.

HANKOW TIENSIN.

PEKING.

The Bank purchases and receives for collection
Bills of Exchange drawn on the above
places, and Sells Drafts and Telegraphic Trans-
fers Payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities.

Bills discounted.

INTEREST ALLOWED ON DEPOSITS.

3 ½ % per annum Fixed Deposits for 3 months

5 ½ " " 12 " E. W. RUTTER,
Manager.

Hongkong, 12th August, 1903. [12]

**THE CHARTERED BANK OF INDIA
AUSTRALIA AND CHINA.**

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP £800,000

RESERVE LIABILITY OF SHARE-
HOLDERS £800,000

RESERVE FUND £725,000

INTEREST ALLOWED ON CURRENT
ACCOUNT at the Rate of 2 per cent. per
annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent.

" " 6 " 3 "

" " 3 " 2 "

T. P. COCHRANE,
Acting Manager.

Hongkong, 18th May, 1903. [13]

Mails.

**PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.**

FOR STEAMERS TO SAIL ON REMARKS.

SHANGHAI { SIMLA { About 5th Freight and
C. D. Goldsmith, R.N.R. } December Passage.

LONDON and ANTWERP VIA
SINGAPORE, PENANG, FORMOSA, COLOMBO, PORT SAID and
MALTA { B. H. W. Snow { About 11th Freight and
E. P. Martin, R.N.R. } December Passage.

YOKOHAMA VIA SHANGHAI, MOJI and KOBE, JAPAN { About 14th Freight and
(Passing through the Inland Sea) E. P. Martin, R.N.R. } December Passage.

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 28th November, 1903. [14]

Intimations.

A perfect food

is Bovril—it nourishes, stimulates and
reinvigorates. Bovril is of great value
for all to whom strength and endurance
are a vital necessity. Its regular use is
a permanent protection against the
dangers of colds, chills and diseases.



JAPAN COALS.

HEAD OFFICE—1, SURUGA-CHO, TOKYO.

LONDON BRANCH—34, LIME STREET, E.C.

HONGKONG BRANCH—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chafou, Tientain, Newchwang, Port Arthur, Seoul, Okamulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maidzuru, Kure, Shimoneseki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotan, Sasebo, Milke, Hakodate, Taipeh, etc.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and arsenals and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and
SOLE AGENTS for Fujinotana, Hokoku, Hondo, Ichimura, Kanada, Mameda, Manoura, Onoura, Otsuji, Sasahara, Tsukaburo, Yoshinobu, Yoshiro, Yunokobata and other Coals.

N. INUZUKA, Manager, Hongkong.

H. PRICE & CO.

WINE MERCHANTS,

12 QUEEN'S ROAD CENTRAL.

Picnic parties furnished with wines, etc., at
a moment's notice.

Contracts made on special terms with
Caterers, Committees, Messes and Captains of
Steamers. All Wines, Spirits and Beers supplied
are guaranteed.

Price list on application. TELEPHONE NO. 135.

Hongkong, 23rd July, 1903. [15]

SAINT RAPHAEL WINE



Is prescribed in the most varied forms of anaemia,
and proves particularly efficacious to revive the forces
of persons enfeebled by illness or laborious and difficult
digestion.

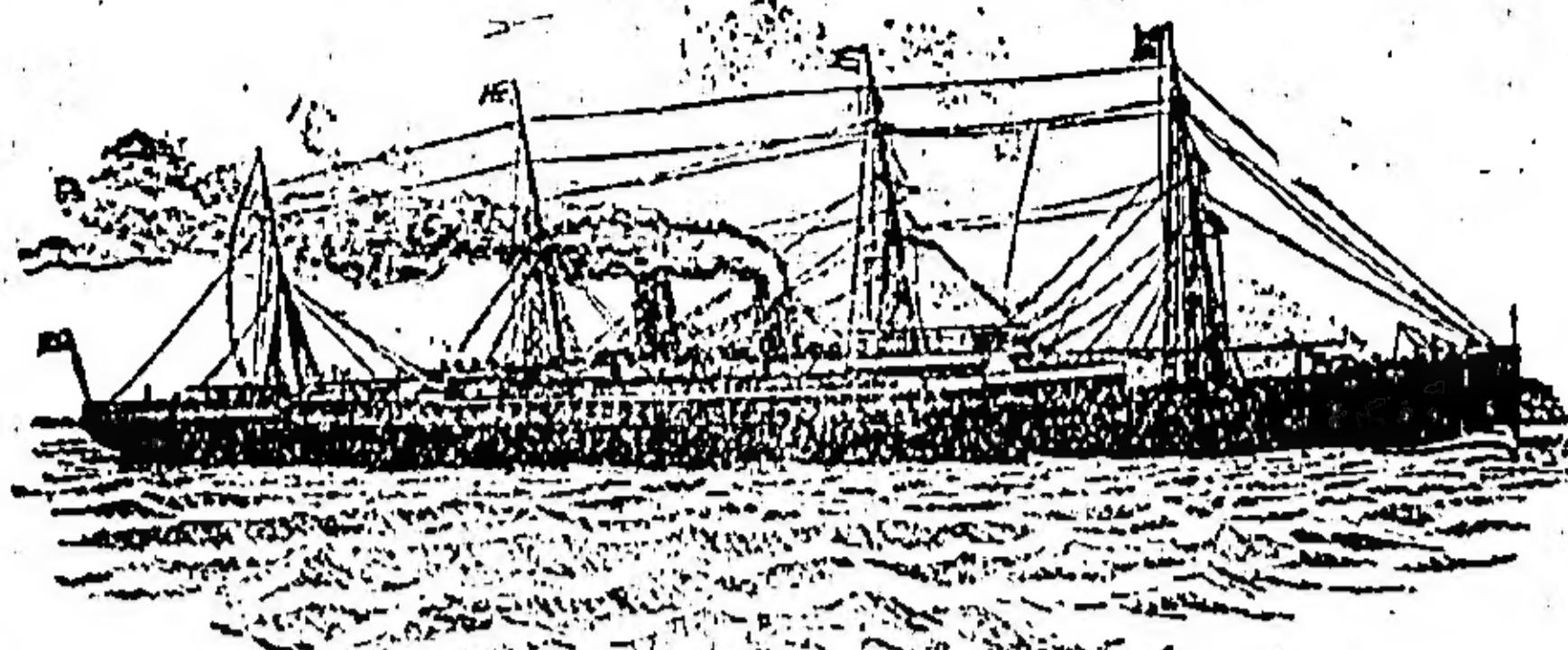
NO OTHER IS PRESCRIBED IN THE PARIS HOSPITALS.

CALDBECK, MACGREGOR & CO.,
SOLE AGENTS.

16, Queen's Road,
Hongkong, 26th November, 1903. [16]

Mails.

U.S. MAIL LINES.

PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED SAILINGS FROM HONGKONG.

"COPTIC"	4,352	Gross Tons	WEDNESDAY, 9th December, at Noon.
"AMERICA MARU"	6,307	"	FRIDAY, 18th December, at Noon.
"KOREA"	4,276	"	SATURDAY, 26th December, at Noon.
"GAELIC"	4,205	"	SATURDAY, 2nd January, 1904, at Noon.
"HONGKONG MARU"	6,337	"	SATURDAY, 9th January, at Noon.
"CHINA"	5,000	"	TUESDAY, 19th January, at Noon.
"DORIC"	4,781	"	FRIDAY, 29th January, at Noon.
"NIPPON MARU"	6,307	"	SATURDAY, 6th February, at Noon.
"SIBERIA"	11,284	"	

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-20th, 1902; 10 days, 15 hours.

THE O. & O. Company's Steamship "COPTIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on WEDNESDAY, the 9th December, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passenger holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

FEATURES OF THIS LINE.

The largest and steadiest passenger ships on the Pacific. Southern Route; passengers enjoy out-door throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

Sailings positively on schedule date. For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

J. STUART THOMSON, Acting Agent.

Hongkong, 1st December, 1903.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

"EMPERESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPERESS OF JAPAN"	6,000	"	WEDNESDAY, 16th December.
"EMPERESS OF CHINA"	6,000	"	WEDNESDAY, 13th January, 1904.
"ATHENIAN"	5,882	"	WEDNESDAY, 27th January.
"EMPERESS OF INDIA"	6,000	"	WEDNESDAY, 10th February.
"TARTAR"	4,421	"	WEDNESDAY, 24th February.
"EMPERESS OF JAPAN"	6,000	"	WEDNESDAY, 9th March.
"EMPERESS OF CHINA"	6,000	"	WEDNESDAY, 30th March.
"EMPERESS OF INDIA"	6,000	"	WEDNESDAY, 20th April.
"ATHENIAN"	5,882	"	WEDNESDAY, 27th April.
"EMPERESS OF JAPAN"	6,000	"	WEDNESDAY, 11th May.

The magnificent "EMPERESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS,) saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York, and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World,) the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition,) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARs AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 1st September, 1903.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRAETDAMPFER DIENST.

Taking cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIc PORTS; NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	
ARAGONIA	HAVRE and HAMBURG.	{ 15th Dec. } Freight.	
First	(Calling at SINGAPORE and COLOMBO).		
NURNBERG	HAVRE and HAMBURG.	{ 29th Dec. } Freight.	
Jaburg	(Calling at SINGAPORE and PENANG).		
AMBRIA	HAVRE and HAMBURG.	{ 5th January, } Freight.	
Duckstein	(Calling at SINGAPORE and COLOMBO).	1904.	
NUBIA	NEW YORK Via SUEZ.	{ About end of December. } Freight.	
von Hoff			

For further particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Building.

Hongkong, 1st December, 1903.

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954c

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM"	2,363	tons	Captain H. D. Jones.
"POW."	2,338	"	G. F. Morrison, K.N.R.
"FATS."	2,260	"	A. W. Luxon.
"HANKOW."	3,073	"	C. V. Lloyd.
"KINSHAN."	2,860	"	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. and 5 P.M. (Sunday excepted) and at 5.30 P.M. (Sunday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.

Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNG-HAN"	1,998	tons	Captain W. E. Clarke.
Departures from Hongkong to Macao daily at 2 P.M. Sunday—Do. from Macao to Hongkong daily at 8 A.M. excepted.			

Departures from Hongkong to Macao daily at 2 P.M. Sunday excepted.

Departures from Macao to Hongkong daily at 8 A.M. excepted.

CANTON-MACAO LINE.

S.S. "LUNGSHAN"	219	tons	Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.			

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE Indo-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM"	538	tons	Captain B. Branch.
"NANNING"	599	"	C. Butchart.
"TAK HING"	618	"	R. D. Thomas.

Departures from Canton and Wuchow about five times every week. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by day.

Further particulars may be obtained at the Office of the HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD., 18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel or of BUTTERFIELD & SWIRE, Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 7th November, 1903. [1376]

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 508; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[573e]

E-Y-E-SIGHT.

THE VALUE OF OPEN PORTS.

It is a point worth noting that the very condition which most Eastern countries have always endeavoured to ward off, or at least postpone, in the course of their dealings with Occidental nations, should now be looked upon as a safeguard against encroachment. Throughout the past thirty years the Governments of China, Korea and Siam, and in a lesser degree Japan also, have fought hard against the opening of ports and cities to foreign trade. The influx of an alien element has been opposed in every possible way, and whenever a zealot has arisen to preach of the sacredness of the soil few of his nationals have cared to counsel moderation and common sense. There are still men of this type in these Eastern lands to whom the sight of a foreigner is an offence, if not a danger—fortunately they are few and far between here—and the aversion to the stranger continues to be a factor which statesmen and diplomats have to consider in the negotiation of treaties of commerce and navigation. Yet it so happens that men are now awakening to the fact that the presence of the stranger may be a protection. Truly the whirligig of time brings strange revenges. Picture an Empire like China, whose statesmen have for half a century resisted every effort to open up the country, clutching eagerly at the removal of all barriers to international trade at Moukden and Tatung-kou, in the hope that the presence at these places of rival traders of the different nations may assist to keep out the all-grasping man from the north. It is a strange state of things. Of course we do not say that the hope is ill-founded. We are merely pointing out how strangely the new policy accords with the old, and how unfortunate it is that the responsible officials in Peking and Seoul did not perceive the trend of events long ago. Even now, if we turn more particularly to the erstwhile Hermit Kingdom, we find anything but willingness to open fresh centres to foreign intercourse and trade. The Seoul Government have been urged to open Yon-Am Pho, and if report speaks truly the Ministers of Japan, Great Britain and the United States have employed a very emphatic and resolute tone in urging the adoption of this policy of opening ports as a means to ensure the preservation of the empire. Notwithstanding the representations of these three friendly Powers, the Seoul authorities have so far declined to accede to the request for the opening of Yon-Am, owing, it need hardly be said, to the deep-seated hostility of the Russian Representative to the plan. In thus refusing to listen to the advice of the Powers which desire to see the independence and integrity of the Peninsula preserved, the Emperor and his advisers are playing what may prove to be a perilous game. They have already had one object lesson in the Japan-China war, and if the Tokio Government are provoked much further, they may see their country once more used as a highway for an invading host.—*Kobe Herald*.

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, (FOR ACCOUNT OF THE CONCERNED),

on

SATURDAY,

the 5th December, 1903, at 2.30 P.M.,

at their

SALES ROOMS, No. 8, Des-Vaux Road, (Corner of Ice House Street), A FINE AND VALUABLE COLLECTION OF ASSORTED USED AND UNUSED POSTAGE STAMPS,

Comprising:—LIBERIA, PERSIA, PORTUGAL, MACAO, TIMOR, CHINA, SHANGHAI JUBILEE, U.S. OF AMERICA, PHILIPPIINES, CUBA, ZANZIBAR, &c., &c., &c., (in lots to suit dealers and purchasers). On View from To-day.

TERMS:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 1st December, 1903. [1433]

GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 7th day of December, 1903, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND at Causeway Bay in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sub-Reg.	Registry No.	Locality.	Boundary Measurements.				Area in acres.	Rate per acre.	Total Price.
			W.	S.	E.	N.			
Island Lot No. 1700.	1700.	Ice House Road, Causeway Bay.	330	210	66.6	112	18.864	\$1	14,775

Hongkong, 28th November, 1903. [1426]

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superiores will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 2nd April, 1903.

For Sale.

FOR SALE

INCANDESCENT GASOLINE LAMPS OF ALL DESCRIPTIONS, from the best makers.

INCANDESCENT MANTLES, CHIMNEYS, GLOBES, SHADES, &c., for GASOLINE AND GAS LAMPS at the most moderate prices.

Lamps fixed up for Buyers free of charge. Naphtha of the best kind kept in stock.

TAI KWONG CO., 56, Lyndhurst Terrace. Hongkong, 1st December, 1903. [1435]

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"CEYLON,"

FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed *at their risk* in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 1 P.M., TO-MORROW.

Goods not cleared by the 3rd proximo, at 4 P.M., will be subject to retnl.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the hands for examination by the Consignee's and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 26th November, 1903. [1436]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"COPTIC."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding discharge and undelivered by Wednesday, the 2nd proximo, will be landed and stored at Consignees' risk and expense.

J. STUART THOMSON, Acting Agent.

Hongkong, 28th November, 1903. [1437]

BRITISH-INDIA STEAM NAVIGATION COMPANY, LIMITED.

NOTICE.

FROM RANGOON AND STRAITS.

THE Company's Steamship

"PALAMCOTTA"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after NOON, TO-MORROW, the 1st December, will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & CO., Agents.

Hongkong, 30th November, 1903. [1428]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"LIGHTNING"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of the 4th instant will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co. Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside; such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

DAVID SASOON & CO. LIMITED, Agents.

Hongkong, 1st December, 1903. [1442]

GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 7th day of December, 1903, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND at Causeway Bay in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sub-Reg.	Registry No.	Locality.	Boundary Measurements.	Area in acres.	Total Price.
Island Lot No. 1700.	1700.	Ice House Road, Causeway Bay.	330	210	\$14,775

Hongkong, 28th November, 1903. [1426]

Intimations.

THE

ROBINSON PIANO CO., LTD.

NOTE.

ENTIRELY NEW STOCK ARRIVING.

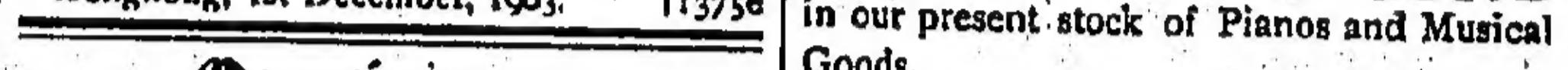
SPECIALLY AND MOST CAREFULLY CHOSEN BY OUR

MR. ROBINSON,

NOW IN EUROPE.

GREAT REDUCTIONS in our present stock of Pianos and Musical Goods.

Our NEW MUSIC STOCK has arrived.



THE APOLLO MASTER PIANO PLAYER

THE BEST OF ALL.

THREE STYLES: PRICE FROM \$450 UP.

PATTI ENDORSES THE APOLLO.

Adelina Patti (Baroness Cederstrom) has given another great testimonial to the Apollo Piano-player. She was so delighted with the instrument that was purchased by her last year that this second testimonial is even stronger than the first one that she gave.

Mme. Patti says that "the Apollo never has given her the slightest trouble and that the new concert grand is one of the most wonderful and perfect piano-players that she has ever seen."

Hongkong, 28th October, 1903. [1435]

TUBORG BEER.

FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE \$1.50 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—SIEMSSEN & CO.

Hongkong, 10th January, 1903. [1456]

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

EASTMAN'S KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the best "THREE YEARS" guarantee given to every purchaser.

40 QUEEN'S ROAD, Watson's Building.

THE HONGKONG STUDIO, HIGHER CLASS PHOTOGRAPHER, 41 & 43, Queen's Road Central, TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1903. [1420]

MEE CHEUNG, PHOTOGRAPHER, TOP FLOOR of ICE-HOUSE, IN ICE-HOUSE Road.

I S now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.

GROUPS AND VIEWS

a specialty.

Hongkong, 22nd September, 1903. [1426]

Intimations.

A. S. WATSON & CO.,
LIMITED.

WE ARE SELLING
AN UNIQUE SELECTION
OF THE

PUREST AND BEST
CONFECTIONERY

RECEIVED FROM THE

LEADING LONDON AND PARIS

HOUSES

Comprising the simple kinds to those
of the
MOST RECHERCHE DESCRIPTION,
DAINTILY PACKED.

AN EXCEPTIONALLY GOOD

ASSORTMENT

OF

CHRISTMAS

AND

NEW YEAR CARDS

FOR DESPATCH BY THE

HOMeward MAILs.

A. S. WATSON & Co.,
LIMITED,

THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

TELEPHONE NO. 256.
CABLE ADDRESS "ACHEE," HONGKONG.
A. B. C. CODE, 4TH EDITION.

ESTABLISHED 1859.

A CHEE & CO.,

祥利廣

TEMPORARY STORE:

1ST FLOOR, 12, QUEEN'S ROAD,

(above Messrs. H. Price & Co.)

XMAS & NEW YEAR CARDS.

FURNITURE
DEALERS.

DRAWING-ROOM,

DINING-ROOM,

and BED-ROOM.

FURNITURE.

ELECTRO-PLATED,

GLASS, and

CHINA WARES.

PATEUR'S MICROBE-PROOF

FILTERS,

ROCHESTER LAMPS,

WHITE TURKISH TOWELS.

COUNTERPANES.

COOKING RANGES,

KITCHEN UTENSILS, and

HOUSEHOLD REQUISITES.

**PHOTOGRAPHIC
DEPARTMENT.**

DEVELOPING and PRINTING

UNDERTAKEN for AMATEURS.

GOOD WORK.

PROMPT RETURN.

Hongkong, 20th August, 1903.

[72d]

**CARMICHAEL AND
CLARKE,**

CONSULTING ENGINEERS AND

SHIPBUILDERS,

SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," Hongkong.

A. B. C. Code, 4th Edition.

A. I. Code.

Lieber's Standard Code.

TELEPHONE, 232.

Hongkong, 20th March, 1903.

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to drink in the tropics is the Beer

made in the tropics—SAN MIGUEL.

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TELEGRAMS.

(Reuters.)

The Russian Navy.

London, 30th November.

The Daily Telegraph states that Russia is negotiating for the purchase of the two Battleships built in England for Chile. It is suggested that Russia wishes to prevent Japan from acquiring these vessels and, moreover, that Russia herself is about to spend large sums in new ships.

[From home papers received by the mail to-day, we learn that the report was still going round that the Japanese Government had bought the two ironclads now building for the Chilean Government, as well as the Chilean cruiser *Chilean*. No confirmation of these statements from responsible sources could, however, be obtained.—Ed., H.K.T.]

LATER.

The British Expedition to Tibet.

It appears that there is an understanding between Great Britain and China to hold Tibet against Russia in the event of the necessity arising.

Reuter's Agency learns that the Tibet expedition will advance to Gyantse, the second town in Tibet on the road to Lhasa, and then attempt to re-open negotiations. Neither the permanent occupation of Gyantse nor the advance to Lhasa is at present intended and the date of advance is not fixed.

(Japanese Exchanges.)

Opening Yong Am Port.

Seoul, 22nd November.

The Coreans report that Mr. Hayashi sent an official note to the Corean Government yesterday and pointed out to them that the failure to open Ryongan on account of the Russian opposition was equivalent to the loss of the Empire. If the Government were wise they would open Ryongan at once.—Mainichi.

Seoul, 23rd November.

The note sent in by Mr. Hayashi now proves to have been of an unofficial nature. The note was couched in such very strong terms that the Foreign Minister returned it to Mr. Hayashi with a request that he would not interfere with the domestic administration of Corea. All the same, it is believed that the note has opened the eyes of the Corean officials to the peril they are running, and they are likely to take up a strong attitude vis-a-vis Russia.—Mainichi.

Tartar General Ordered to Leave Moukden.

Chefoo, 22nd November.

Detachments of the 9th, 13th, 31st, 35th, 36th and 44th Divisions of the Russian army are constantly being sent to the Far East, and nearly 2,000 of them have already arrived at Port Arthur. It is believed that about 100 men were picked from each Regiment of the foregoing Divisions and that these men will form a composite column or Regiment.—Asahi.

Peking, 23rd November.

It is reported from Moukden that the Russian Commander there has declared that the Tartar General and his office must remove outside of the city. The Chinese troops in the city are also to be withdrawn. The Commander has further declared that Shiyatshien and Kajinshien are important stations for the recruiting of mounted bandits and that these places will be governed by Russia in future.—*Jiji*.

Russian Activity on the Yalu.

Seoul, 21st November.

The resolutions adopted by the recent conference of the foreign Consuls in Chemulpo as to the control of the bluejackets ashore, in view of the affray the other day between the crews of the Russian warship *Bohdan* and Japanese residents, have been referred to the corps diplomatique in Seoul, but the letter failed to corroborate them. In this connection, those Japanese, who have been charged with encroaching on foreign houses, however, will be heavily punished.

Efforts taken by acting-Consul Shinjo in order to have those Japanese timber rafts recently seized by the Russians, returned to the original owners, have turned out a failure.

The U.S. Minister to Corea and Mrs. H. Allen, who have been enjoying a vacation, arrived at Chemulpo yesterday by the U.S.S. *Albany* and entered the capital to-day.—Kotuman.

Seoul, November 24.—The Governor of Wiju wires to the Foreign Department that nine Russians and ten Chinese arrived at Kirido Island and drove away the residents from five cottages, declaring that the buildings were required by them for the transportation of timber. Attempts on the part of the Governor to stop the audacious behaviour of the Russians have proved futile and he has therefore applied to the Government to open negotiations with the Russian Minister in order to stop the Russians from such illegal action.—Asahi.

THE CARRYING TRADE OF HONGKONG.

The State Board of Prison Directors in San Francisco are giving an impetus to the trade of Hongkong, for we learn that a contract for supplying the State penitentiaries with 10,000 bales of jute was awarded on the following basis:—Two thousand five hundred bales of jute at \$1.87 (gold) per bale, to be shipped by steamer from Calcutta, India, via Hongkong, for San Francisco, during the month of November; 7,500 bales at \$1.62 per bale, to be shipped on sailing steamer from Calcutta direct for San Francisco. The Board accepted the bid for the 2,500 bales by the Hongkong steamers because the present supply of jute at the prisons will only last until April, and it was feared a sailing ship would be unable to make San Francisco direct from Calcutta by that time.

The jute to be furnished by the American Trading Company will cost \$2.96 per 100 pounds for the consignment by steamer and \$2.00 per 100 pounds for the 7,500 bales by a sailing vessel.

REFORM IN CHINA'S CURRENCY

GREATEST BENEFIT FOR TRADE

IMPORTANT SPEECH BY PROFESSOR JENKS.

Professor Jeremiah W. Jenks, who is on his way to Peking to attend the Monetary Conference which is to be held there shortly, calls at Manila en route in order to confer with the Insular Government on the currency problem. Professor Jenks has been in Tokio during the past few days interviewing some of the most prominent men in the financial world, Baron Shibasawa, Mr. Soyeda, Mr. Matsuo, Mr. Soma, Mr. Hayakawa, and Messrs. Sakatani, Mizuchi, Kamino and Tsukuda of the Department of Finance. On the 19th ult., he was entertained by the Japanese Commission. To Mr. Matsuo (the new President of the Bank of Japan) fell the pleasant duty of proposing the guest's health.

Mr. Matsuo, in rising to give expression to the high respect and cordial sentiment with which the whole assembly welcomed their distinguished guest, Prof. Jenks, said he thought it was admitted on all hands that the United States had stood in an especially close relation to the Far East in the last half of a century. He continued (as reported by the *Japan Mail*)—We shall long remember with gratitude the kind endeavours which the great Republic beyond the Pacific has made for introducing Occidental civilization to this part of the world. Indeed, Japan is indebted in a large measure to the United States for the progress which she has been able to achieve in recent years, and we feel that there is a more than common bond between the two countries. The present efforts of the United States with a view to the reform of the monetary system in China are doubtless in accordance with her traditional relation to the Far East. As the project is now un'er our consideration, I cannot express any definite opinion upon it this evening. But if the proposed measure be attended by due success, it will not only bring a benefit to China herself, but also promote the general interest of the commerce of the world. Thus the reason why we welcome Prof. Jenks is in the first place because the Professor, representing the country to which we stand in an especially close relation, is on a mission for the reform in China which we all desire to see accomplished. It is not on this account only, however, that we accord our welcome to Prof. Jenks. We wish to show our hearty appreciation of the estimable personality of the Professor.

Prof. Jenks said in reply that he did not deserve the kind words just spoken of him; that the progress of Japan stood to her credit, not to that of outsiders, and that in his efforts for the reform of the monetary system of China he counted much on the experience of Japan and her influence with China.

On Friday last, the U.S. Commissioner on International Exchange delivered an address on Monetary Conditions in the Orient, at the regular meeting of the Bankers' Club,

After some introductory remarks, Professor Jenks (*the Japan Times* reports) said that the business men of the United States, on account of their business connections, had been long interested in monetary conditions in the East.

The American Government, however, first became interested when it took charge of the Philippine Islands. At first the ratio between the American money and the Mexican dollar in common circulation there was 1 to 2; but with the fall in the price of silver, fluctuations in the rate of exchange began which have continued ever since. With two currencies in circulation at the same time, with continually changing values, there began in the Philippines those awkward troubles which were so familiar to all people who had had dealings with the silver standard countries. In consequence of these troubles, the United States Government determined to reform the monetary system of the islands. Experts were sent to the Philippines and to neighbouring countries to study the question, and the plan was formed which has since been adopted by Congress, and was now being put into effect. It was in brief a gold currency in which gold coins of the United States are legal tender and a silver currency maintained at par with gold. Practically the only difference between the monetary system of the Philippines, when the reform shall have been completed, and that of Japan, was that in the Philippines the silver unit would be legal tender for unlimited amounts.

Constant fluctuation of exchange between gold and silver was as injurious to silver standard countries as to those using gold. This fact, continued the Professor, was well exemplified in the case of Mexico. . . . China being likewise subjected to heavy loss on account of her obligation to pay her indemnity in gold, was approached by Mexico with a suggestion as to the possible establishment of a fixed ratio between silver and gold. The speaker continued:—

Last winter, Mexico and China requested the Government of the United States to take such measures as might seem to it best to aid them in changing their monetary systems. Inasmuch as it was felt that a change in the systems of those countries in the direction indicated, especially of the great Empire of China, would be of very great benefit to the trade, not merely of the United States, but of the entire civilized world, the Government of the United States was glad to render all assistance possible.

A commission appointed by President Roosevelt under an Act of Congress visited Europe to see how far action could be harmonious. Both England and France are actively working now to give to their dependencies immediately this form of the gold standard and all the leading countries of Europe have expressed their sympathy with the effort to give China a similar system. It is for the purposes of aiding China in that regard that the commission is now taking up the work for China, and at the present time is consulting with the representatives of the Japanese Government in order to

secure the advice and co-operation of Japan which is so essential for the success of the work. In brief, the plan proposed by the United States is to secure as soon as possible for the people of China and those other Oriental countries now on a silver basis, a currency composed of silver and copper in circulation, which, however, shall be maintained at a fixed value with gold.

A gold currency in circulation would not be suitable to the customs of the people of an of those countries. Owing to the poverty of the people, to the very low rates of wages, and to the very low cost of living, a coin as small in value as one-tenth of a sen is needed for constant circulation, and, where a small family may be supported for a month on, say, two yen, surely valuable gold coins would be out of place. Moreover, the people are accustomed to silver, and would naturally prefer it. It is essential, however, especially for international trade, that these coins be kept on a par with gold, but it is both far cheaper for the country and it is easier under present circumstances for China to adopt a system which does not require gold for circulation.

The greatest benefit which can be secured for the trade of the East is that the plan in China succeed. A nation with 400,000,000 people, with immense undeveloped resources, with a growing trade, and so situated that it is practically essential, in order to meet its international obligations, that its trade be increased, that foreign capital be invested in the country, and that its revenues be expanded, needs above all other business conditions, a uniform national currency stable in value.

The difficulties in the way cannot, however, be overlooked. The central government of China has not been accustomed to exert much control over the provincial governments, and those governments have already, in many cases, established independent monetary systems and have issued independent paper money. This, of course, stands in the way of a national currency under central control.

The country is seriously burdened with debt, so that it would be difficult for her to bear the expense which will be required for changing the present system to a better one, although, of course, the greatly added benefits of the new system will repay richly the initial cost as soon as the system is established.

The Government of China is recognising strongly the necessity and advantage of making some change. In her commercial treaties with the United States and England she has undertaken to establish a national monetary system, and presumably in her new treaty with Japan similar clauses will be found. Besides that, the Chinese Government has already announced its intention of making such a change, and her officials have been instructed to provide practical plans. The foreign advisers of the government, like Sir Robert Hart, the foreign chambers of commerce in Shanghai and Tientsin, the leading business men, both foreigners and Chinese, are endeavouring to formulate plans to assist the country in this regard.

It is of prime importance that the new system should be started on the right plan, although it may well be several years before the plan can be carried through to complete success. While, however, the plan is forming, Japan, which has had lately so successful an experience in changing her own monetary system and in adopting a gold standard, can render very great assistance. In a movement which, when it is completed, will mean for the entire Orient sound monetary systems, and which, in consequence, will certainly improve very greatly the conditions of business throughout the East the students of monetary questions and all business men must be interested and to such a movement all will doubtless be ready to reader assistance.—*Kobe Herald*.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

PARSEE CHARITY IN HONGKONG.

To THE EDITOR OF THE "HONGKONG TELEGRAPH."

DEAR SIR,—You have done a signal service to a very deserving member of the Holy Orders, I mean the Bishop of the Parsee Community of Hongkong, by publishing the paragraph under the above heading in your issue of 26th ultimo, which has just come to my notice. It will be no wonder if this short paragraph under notice succeeds in giving rise to formal proposition to be brought forward at the next annual general meeting three months hence for at least a decent increase in the present pay of the Bi hop which, strange to say, is only \$35 per month to keep body and soul together not of the Bishop himself but of a large family dependent upon him in his native country. It must be mentioned to the Fleet that this is the same mischief with the Fleet as with the Army?

The conditions of the South African war allowed of our gradually retrieving our initial mistakes, although at terrible cost, but no such respite could be hoped for the fleet caught unprepared for a naval war.

Is it too much to ask that a question so vital should be investigated by a Royal Commission with full power to obtain evidence (not necessarily for publication) as to readiness of the Fleet to-day for the duties it may at any moment be called on to undertake?

In November and December 1899 in spite of "Occurrences" each more "Regrettable" than the last, the ordinary man, confident in his belief that we possessed a fleet which could sweep the seas of possible enemies, felt that the various items of bad news were merely episodes in a struggle which could have but one termination. How far was this confidence justified? Let Sir Henry Brackenbury, Director-General of Ordnance, reply:—

"We were driven to great straits at one time because we had actually got reduced in this country to two or three boxes of mark II ammunition, so that if we had had to go to war with a European power, we should have had to fight them with expanding bullets." War Commission's report, Paragraph 160, Page 87.

"The mark IV ammunition, our expanding ammunition, had proved unfit to be used in war," Paragraph 160, Page 87.

"Naval orders for ammunition had to be held in abeyance from the beginning of October (1899). We borrowed ammunition from the Navy. . . . I had to take guns from the armament at Plymouth to meet Sir Redvers Buller's demand for longer range guns." Paragraph 161, Page 87.

"A great deal of the machinery in the Ordnance factories urgently needed replacement by labour-saving machines, and we had no real reserve of power of output in the country; and it caused me the deepest anxiety as to what would take place in the event of a war, in which Navy and Army were engaged, we had, in order to keep up supplies, to borrow ammunition from the Navy, what would happen if the Army and Navy were both to be engaged? It would be impossible to meet the demands for ammunition under the conditions then existing." Paragraph 161, Page 88.

Finally, the Secretary of State for War cabled to Sir Redvers Buller on the 20th November, 1899, as follows:—

"There is only eight weeks' supply of mark II, 303 ball ammunition in the country, and all gun ammunition will be exhausted before eight weeks." Paragraph 161, Page 87.

Thus on the testimony of the Director-General of Ordnance and of the Secretary of State for War the condition of things in the late autumn of 1899 was such that:—

"Ammunition was borrowed from the Navy. Naval orders for ammunition had to be held in abeyance, and

Those most competent to judge felt the utmost anxiety as to what would take place in the event of a war in which both Navy and Army were engaged.

The Executive Committee of the Navy League feel that it is their duty to place clearly before the public this admitted fact that in the autumn of 1899 that fleet "on which under the good Providence of God the wealth, safety and strength of the Kingdom chiefly depend" was unfit for active operations of any duration owing to lack of ammunition, and therefore liable to become the prey of the better equipped squadrons of our European rivals.

The evidence given before the War Commission has shown the condition of un-readiness for war into which our Army had been allowed to drift. Have we any certainty that things are on a better footing in the Navy and that political considerations, the bane of efficiency, may not be working the same mischief with the Fleet as with the Army?

The conditions of the South African war allowed of our gradually retrieving our initial mistakes, although at terrible cost, but no such respite could be hoped for the fleet caught unprepared for a naval war.

Is it too much to ask that a question so vital should be investigated by a Royal Commission with full power to obtain evidence (not necessarily for publication) as to readiness of the Fleet to-day for the duties it may at any moment be called on to undertake?

I am, Sir,

Your obedient servant,

H. SEYMOUR TROWER,

Chairman Executive Committee.

WM. CAIUS CRUTCHLEY,

Secretary.

The Navy League,

13, Victoria Street,

London, S.W., 28th October, 1903.

RUSSIAN WARSHIP SINKS A JUNK.

At 6 o'clock in the morning on the 21st inst. the Russian warships *Cesarevitch* and *Bayan*, which had been coaling and taking in stores during the last two days, heaved anchor and left the Roads for Port Arthur. When just outside the Harbour the *Bayan* ran into a Chinese tongkang laden with granite from Pulo Obin, and the powerful ram of the cruiser cut the tongkang in two, the heavily laden boat going down like a stone and taking three of the crew with it, while the fourth man, the only survivor, was picked up by a boat from the cruiser. The *Bayan* returned to the Roads and later an officer from the cruiser brought the rescued Chinaman to Johnston's Pier and handed him over to the European police constable on duty at Johnston's Pier. The tongkang was under sail at the time of the collision and the survivor declares that they were in no way in fault. The Captain of the cruiser has reported the matter at his Consulate and no doubt steps will be taken to compensate those interested for their loss. The cruiser left again at 9 o'clock.

The Police inform us that the commander of the cruiser *Bayan* gave the Chinaman who was picked up £3.10, but this scarcely goes far to make up for the loss of life and the value of the tongkang.—*S. F. Press*.

AN APPRECIATION.

Hongkong, 1st December, 1903.

WHAT OF THE NAVY?

To THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—Important indeed as is the full discussion of fiscal problems brought forward by Mr. Chamberlain, there is some danger that other questions of possibly equal importance and even greater urgency may be lost sight of.

The report of the War Commission is evidently a case in point, and it is certain that its conclusions would be more widely read and discussed were it not that public attention is so taken up with the fiscal question.

With the report of the War Commission as a whole we do not desire to deal, it treats mainly of subjects which lie outside the province of the Navy League. From a purely naval point of view, however, the evidence given by Sir Henry Brackenbury as to the supply of ammunition in November, 1899, reveals a situation so fraught with deadly peril to the country that it seems to be the duty of every intelligent citizen today, his almost to prevent the possible recurrence of

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OUTWARDS.

FROM	STEAMERS	DUE
LASGOW and LIVERPOOL	"DARDANUS"	On 4th December.
LASGOW and LIVERPOOL	"YANGTSEZ"	On 12th December.
LASGOW and LIVERPOOL	"TYDEUS"	On 29th December.
LASGOW and LIVERPOOL	"NESTOR"	On 1st January.
LASGOW and LIVERPOOL	"KEEMUN"	On 8th January.
S.S. "DARDANUS" left Singapore on the 30th ult., and is expected to arrive here on the instant.		

HOMEWARDS.

FOR	STEAMERS	TO SAIL
ARSEILLES, L'DON & A'WERP.	"HYSON"	On 8th December.
LIVERPOOL	"ACHILLES"	On 20th December.
ARSEILLES, L'DON & A'WERP.	"PROMETHEUS"	On 22nd December.
ARSEILLES, L'DON & A'WERP.	"DARDANUS"	On 5th January.
ARSEILLES, L'DON & A'WERP.	"YANGTSEZ"	On 19th January.
LIVERPOOL	"DIOMED"	On 22nd January.
* Taking Cargo for Liverpool at London Rates.		

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FOR	STEAMERS	TO SAIL
ICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS.	"TYDEUS"	On 1st January.

NAGASAKI, KOBE and YOKOHAMA. S.S. "CALCHAS" left Victoria, B.C., on the 25th ult., for this *vif* Japan ports.

For Freight, apply to

BUTTERFIELD & SWIRE,
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Hongkong, 2nd December, 1903.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
MANILA	"KAIFONG"	3rd December.
PORE, SAMARANG and SOURABAYA	"SHANTUNG"	4th "
LOILO and CEBU	"NANCHANG"	5th "
KOBE	"CHINGTU"	10th "

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Steamship.	Tons.	Captain.	For	Sailing Dates.
PERLA	1980	A. H. Notley	ILOILO and CEBU	FRIDAY, 4th Dec., at 4 P.M.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 5th Dec., at 10 A.M.
RUBI	2540	R. W. Almond	"	SATURDAY, 12th Dec., at 10 A.M.

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SHEWAN, TOMES & CO., GENERAL MANAGERS.

Hongkong, 30th November, 1903.

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"INDRASAMHA" 5,197 W. E. Craven Dec. 14, 1903.
"INDRAVELLI" 4,899 R. P. Craven Jan. 14, 1904.
"INDRAPURA" 4,899 A. E. Hollingsworth Feb. 13, 1904.

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Steamship.	Captain.	Tons.	Sailing Date.
ROSETTA MARU	H. S. Smith	3,870	SATURDAY, 5th December, at 11 A.M.
ROHILLA MARU	Ernest Bent	3,860	FRIDAY, 11th December, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

K. NAKASHIMA, Manager.

Hongkong, 1st December, 1903.

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